January 15, 2020

To: Plan Holders for Improvements to the
Washington County Airport
Mineral Point, Missouri
MoDOT Project No. 19-060A-1

Transmitted herewith is Addendum No. 2 to the Issued for Bid Contract Documents, Specifications and Plans dated December 20, 2019 for Improvements to the Washington County Airport.

Schedule I: Access Road Relocation

Schedule II: Obstruction Removal

Schedule III: Existing Access Removal

Sincerely,

Jviation, Inc.

[Signature]

Mark Lovato, P.E.
Project Manager
ADDENDUM NO. 2
TO
CONTRACT DOCUMENTS, SPECIFICATIONS AND PLANS
FOR IMPROVEMENTS TO THE
WASHINGTON COUNTY AIRPORT
MINERAL POINT, MISSOURI
MODOT PROJECT NO. 19-060A-1

To All Bidders: You are requested to make all changes and/or additions contained in this addendum to the Bidding Documents. Failure to acknowledge this Addendum in Proposal shall result in rejection of bid. Bidders are informed that the above referenced Contract Documents, Specifications and Plans are modified as follows as of January 15, 2020:

1. BID EXTENSION

**Bid Extension**
NOTICE TO BIDDERS
WASHINGTON COUNTY AIRPORT
MINERAL POINT, MO
MoDOT Project No. 19-060A-1

Sealed bids subject to the conditions and provisions presented will be received until 10:30 A.M., Friday, January 31, 2020, and then publicly opened and read at Washington County – 102 N. Missouri Street, Potosi, Missouri 64429, for furnishing all labor, materials and equipment and performing all work necessary to

Schedule I – Access Road Relocation
Schedule II – Obstruction Removal
Schedule III – Existing Access Removal

2. CONTRACT DOCUMENTS/SPECIFICATIONS

Contract Documents – Notice to Bidders
Section: First paragraph on page Section 1-1
Revision: The bid opening date has been rescheduled to January 31, 2020.
Justification: This revision was made to allow more time for Contractors to turn in bid proposals.

Contract Documents – Notice to Bidders
Section: Contract Work Items, Summary of Approximate Quantities table on page Section 1-2
Revision: This table was updated to reflect the Schedule II bid alternates.
Justification: This revision was made to match the format reflected in the bid proposal.
Contract Documents – Instruction to Bidders

Section: Number 5. on page Section 1-1

Revision: The bid opening date has been rescheduled to January 31, 2020.

Justification: This revision was made to allow more time for Contractors to turn in bid proposals.

Contract Documents – Proposal/Forms – Proposal Form

Section: Bid Proposal Schedule II

Revision: Updating the T-901a Seeding with Hydromulch quantity.

Justification: The quantity was updated to show the correct number of decimal places to match the P-151a Clearing and Grubbing quantity.

3. PLANS

G005 - (6 of 32) Summary of Approximate Quantities table format has changed.

Justification: The table in the quantity sheet has been updated to match the bid proposal Schedule II alternates.

4. QUESTIONS

A. Is there a specific form for the “evidence of competency”?

Answer: No, there is not a specific form for the “evidence of competency”. Section 20-02 of the General Provisions states that “the evidence of competency, unless otherwise specified, shall consist of statements covering the bidder’s past experience on similar work, and a list of equipment and a list of key personnel that would be available for the work.”

B. It looks like the fence in the obstruction removal area has trees grown around it, what are we doing about that fence?

Answer: Do not disturb the fence, if those trees that are touching the fence bust the approach then they shall be topped. If the fence is disturbed, replacing the fence shall be incidental to P-151e Tree Clearing.

C. Do we have a line item for erosion control for the obstruction removal area?

Answer: There is not a line item for erosion control for Schedule II as it is not anticipated there be dirt work which requires erosion control. If erosion control is necessary, it shall be incidental to T-901a Seeding with Hydromulch.

D. What is the difference between clearing and grubbing and tree clearing?

Answer: Tree clearing is the removal of trees that bust the approach (cutting them down to 6 inches below the ground). Clearing and grubbing is the removal of smaller trees and shrubs. The entire Schedule II area does not have to be cleared to the ground, the main concern is to remove trees busting the Part 77 surface and trees that have the potential to eventually bust that approach.
The final questions will be accepted until **12:00 p.m. (C.S.T.) Wednesday January 29, 2020.**

**END OF ADDENDUM NO. 2**
SECTION 1
NOTICE TO BIDDERS

Washington County Airport
Mineral Point, MO
State Block Grant Project No. 19-060A-1

Sealed bids subject to the conditions and provisions presented herein will be received until 10:30 a.m., Friday, January 31, 2020, and then publicly opened and read at Washington County - 102 N. Missouri Street, Potosi, MO, for furnishing all labor, materials, equipment and performing all work necessary to

Schedule I - Access Road Relocation
Schedule II - Obstruction Removal
Schedule III - Existing Access Removal

Contract Documents. The complete set of Specifications and Contract Documents can be downloaded from Jviation, Inc.’s bid site (http://bid.jviation.com), beginning on December 20, 2019. In order to submit a responsive bid as a Prime Contractor and to receive all necessary addendum(s) for this project, you must be on the Planholder’s List. To view all planholder documents (contract documents, plans and addendums) you must fill out the online form located at (http://www.jviation.com/bidrequest). By filling out and submitting this form, you agree to be publicly listed on the bid site with your contact information as a planholder for all projects requested. It is the planholder’s responsibility to review the site for addendums and changes before submitting their proposal. For additional information, please contact us via email at bidinfo@jviation.com.

*Note that contractors will NOT be automatically added to new projects. You will need to re-submit the online form for access to new projects. Once granted access, additional projects will use your same login credentials. Note: Plan ahead when submitting the online request form and allow up to 2 business days for approval and access to projects.

Pre-Bid Conference. The pre-bid conference for this project will be held on Wednesday, January 8, 2020 at 1:00 p.m., at Airport Terminal Building, Conference Room. All bidders are required to examine the site to become familiar with all site conditions.

Contract Work Items. This project will involve the following work items and estimated quantities. Prospective bidders are hereby advised that the quantities indicated herein are approximate and are subject to change.
### SUMMARY OF APPROXIMATE QUANTITIES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item Description</th>
<th>Unit</th>
<th>Schedule I</th>
<th>Schedule II</th>
<th>Schedule III</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-105</td>
<td>Mobilization</td>
<td>LS</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>C-102a</td>
<td>Erosion Control Log</td>
<td>LF</td>
<td>850</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>C-102b</td>
<td>Ditch Check</td>
<td>EA</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>C-102c</td>
<td>Culvert Protection</td>
<td>EA</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>P-101a</td>
<td>Asphalt Pavement Removal - Full Depth</td>
<td>SY</td>
<td>0</td>
<td>0</td>
<td>134</td>
</tr>
<tr>
<td>P-101b</td>
<td>Asphalt Pavement Removal - Butt Joint</td>
<td>SY</td>
<td>80</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>P-101c</td>
<td>Removal of Structures/Foundations</td>
<td>LS</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>P-151a</td>
<td>Clearing and Grubbing</td>
<td>AC</td>
<td>4.5</td>
<td>11.3</td>
<td>0.0</td>
</tr>
<tr>
<td>P-151b</td>
<td>Embankment In-Place</td>
<td>CY</td>
<td>12,465</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>P-151c</td>
<td>Embankment In-Place from Off-site</td>
<td>CY</td>
<td>2,035</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>F-160a</td>
<td>Fence, Class B (4-Strand Barb Wire, Wood Posts)</td>
<td>LF</td>
<td>0</td>
<td>0</td>
<td>85</td>
</tr>
<tr>
<td>MO-209a</td>
<td>Crushed Aggregate Base Course</td>
<td>SY</td>
<td>1,550</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>MO-401Fa</td>
<td>Bituminous Asphalt Pavement</td>
<td>TON</td>
<td>630</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>P-603a</td>
<td>Emulsified Asphalt Tack Coat</td>
<td>GAL</td>
<td>430</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>MO-609a</td>
<td>Type 4 Rock Ditch Liner</td>
<td>CY</td>
<td>65</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>D-701a</td>
<td>24-inch Reinforced Concrete Pipe</td>
<td>LF</td>
<td>100</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>T-901a</td>
<td>Seeding with Hydromulch</td>
<td>AC</td>
<td>4.5</td>
<td></td>
<td>11.3</td>
</tr>
<tr>
<td>MO-903a</td>
<td>Stop Sign, 36 in. (R1-1)</td>
<td>EA</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>MO-903b</td>
<td>12 GA. Perforated Square Steel Tube Post, 2.5 in., with 7 GA. Post Anchor and Concrete Footing (for stop sign)</td>
<td>EA</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>MO-903c</td>
<td>Road Closed, 30 in. x 48 in. (R11-2) with fasteners</td>
<td>EA</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>MO-903d</td>
<td>Relocate Existing Airport Sign Assembly on two wooden Breakaway Posts</td>
<td>LS</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

### SCHEDULE II ALTERNATE NO. 1

| P-151b   | Tree Topping (Zone 1 and 2)              | AC   | 0.0        | 6.0         | 0.0          |
| P-151c   | Tree Topping (Zone 3 and 4)              | AC   | 0.0        | 4.0         | 0.0          |
| P-151d   | Tree Topping (Zone 5)                    | AC   | 0.0        | 1.3         | 0.0          |
| P-151e   | Tree Clearing                            | AC   | 0          | 0.7         | 0            |

### SCHEDULE II ALTERNATE NO. 2

| P-151e   | Tree Clearing                            | AC   | 0          | 12          | 0            |

**Contract Time.** The owner has established a contract perform time of 142 Calendar Days from the date of the Notice-to-Proceed. All project work shall be substantially completed within the stated timeframe. This project is subject to liquidated damages as prescribed in the project manual.

**Bid Security.** No bid will be considered unless accompanied by a certified check or cashier’s check on any bank or trust company insured by the Federal Deposit Insurance Corporation, payable to the Owner, for not less than five (5) percent of the total amount of the bid, or by a bid bond secured by an approved surety or sureties, payable to the County of Washington, for not less than five (5) percent of the total amount of the bid.

**Bonding Requirements.** The successful bidder will be required to furnish separate performance and payment bonds each in an amount equal to 100% of the contract price at the time of contract execution.

**Award of Contract.** The Owner intends to award a contract resulting from this solicitation to the lowest, responsive, responsible bidder, whose offer, conforming to the solicitation, will be most advantageous to, and in the best interest of, the Owner, cost or price and other factors considered.
SECTION 2
INSTRUCTIONS TO BIDDERS

This section contains excerpts of the bidding requirements from Section 20 of the General Provisions. The bidder’s attention is directed to Section 20 for complete details.

1. **THE EXECUTED PROPOSAL FORM MUST BE SUBMITTED WITH EACH PAGE FROM SECTION B-1 THROUGH B-21. EACH FORM MUST BE COMPLETELY FILLED OUT.**

2. The apparent low bidder shall submit “evidence of competency” and “evidence of financial responsibility” to the owner with the bid proposal in accordance with Section 20-02 of the General Provisions. In addition, the resumes of all key personnel shall be provided with the bid proposal detailing experience on similar airfield construction projects.

3. Each bidder shall certify in the Proposal Form at the time of bid submittal that they acknowledge receipt of all issued addenda.

4. No bid will be considered unless accompanied by a certified check or cashier’s check on any bank or trust company insured by the Federal Deposit Insurance Corporation, payable to the owner, for not less than five (5) percent of the amount of the bid, or by a bid bond secured by an approved surety or sureties (licensed to conduct surety business in the state of Missouri), payable to the owner, for not less than five (5) percent of the amount of the bid.

5. Proposals shall be sent to arrive at the time and date specified in Section 1, Notice to Bidders. Proposals received after the specified time and date will not receive consideration and will be returned unopened. Prior to submittal, the proposal shall be placed in a sealed opaque envelope and addressed to:

   Washington County - 102 N. Missouri Street, Potosi, MO
   ATTN: Jeanette Allen

   The upper left hand corner of the envelope should be marked as follows:

   Sealed Bid Proposal
   Bid of NAME OF BIDDER
   For construction improvements at Washington County Airport
   State Block Grant Project No.: 19-060A-1
   To be opened at: 10:30 a.m., Friday, January 31, 2020

   For a modification to a previously submitted proposal, insert “Modification to Proposal” in place of “Sealed Bid Proposal”.

6. The Owner reserves the right to reject any or all bids, as determined to be in the best interest of the Owner. Causes for rejection of proposals include but are not limited to:

   • Submittal of more than one proposal from the same partnership, firm or corporation;
   • Failure by Bidder to submit the bid prior to the stated time and date for receipt of bids;
   • Failure by Bidder to furnish satisfactory bid guarantee;
   • Failure by Bidder to provide all information required of the bid forms;
   • Failure by Bidder to comply with the requirements of bid instructions;
   • Failure by Bidder to complete the applicable Buy American Certification;
   • Failure by the Bidder to demonstrate good faith efforts in obtaining participation by certified DBE firms;
   • Determination by the Owner that Bidder is not qualified to accomplish the project work;
Bidder Name:

SCHEDULE I TOTAL $ _____________________________

SCHEDULE II TOTAL $ _____________________________

ALTERNATE NO. 1 TOTAL $ _____________________________

ALTERNATE NO. 2 TOTAL $ _____________________________

SCHEDULE III TOTAL $ _____________________________

TOTAL SCHEDULES I, II, III AND ALTERNATE NO. 1 $ _____________________________

TOTAL SCHEDULES I, II, III AND ALTERNATE NO. 2 $ _____________________________

Bidder has examined the proposed site and is familiar with all site conditions.

Signature
<table>
<thead>
<tr>
<th>Description</th>
<th>Units</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization at the unit price of: ______________ dollars and ______________ cents.</td>
<td>LS</td>
<td>1</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Erosion Control Log at the unit price of: ______________ dollars and ______________ cents.</td>
<td>LF</td>
<td>850</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Ditch Check at the unit price of: ______________ dollars and ______________ cents.</td>
<td>EA</td>
<td>5</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Culvert Protection at the unit price of: ______________ dollars and ______________ cents.</td>
<td>EA</td>
<td>1</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Asphalt Pavement Removal - Butt Joint at the unit price of: ______________ dollars and ______________ cents.</td>
<td>SY</td>
<td>80</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Removal of Structures/Foundations at the unit price of: ______________ dollars and ______________ cents.</td>
<td>LS</td>
<td>1</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Clearing and Grubbing at the unit price of: ______________ dollars and ______________ cents.</td>
<td>AC</td>
<td>4.5</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Embankment In-Place at the unit price of: ______________ dollars and ______________ cents.</td>
<td>CY</td>
<td>12,465</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Embankment In-Place from Off-site at the unit price of: ______________ dollars and ______________ cents.</td>
<td>CY</td>
<td>2,035</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Crushed Aggregate Base Course at the unit price of: ______________ dollars and ______________ cents.</td>
<td>SY</td>
<td>1,550</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Bituminous Asphalt Pavement at the unit price of: ______________ dollars and ______________ cents.</td>
<td>TON</td>
<td>630</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Emulsified Asphalt Tack Coat at the unit price of: ______________ dollars and ______________ cents.</td>
<td>GAL</td>
<td>430</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Type 4 Rock Ditch Liner at the unit price of: ______________ dollars and ______________ cents.</td>
<td>CY</td>
<td>65</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>24 inch Reinforced Concrete Pipe at the unit price of: ______________ dollars and ______________ cents.</td>
<td>LF</td>
<td>100</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Seeding with Hydromulch at the unit price of: ______________ dollars and ______________ cents.</td>
<td>AC</td>
<td>4.5</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Stop Sign, 36 in. (R1-1) at the unit price of: ______________ dollars and ______________ cents.</td>
<td>EA</td>
<td>1</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>12 GA. Perforated Square Steel Tube Post, 2.5 in., with 7 GA. Post Anchor and Concrete Footing (for stop sign) at the unit price of: ______________ dollars and ______________ cents.</td>
<td>EA</td>
<td>1</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Relocate Existing Airport Sign Assembly on two wooden Breakaway Posts at the unit price of: ______________ dollars and ______________ cents.</td>
<td>LS</td>
<td>1</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

**SCHEDULE I TOTAL** $ __________
## Schedule II

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Units</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-105a</td>
<td>Mobilization</td>
<td>LS</td>
<td>1</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>P-151a</td>
<td>Clearing and Grubbing</td>
<td>AC</td>
<td>11.3</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>T-901a</td>
<td>Seeding with Hydromulch</td>
<td>AC</td>
<td>11.3</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>P-151b</td>
<td>Tree Topping (Zone 1 and 2)</td>
<td>AC</td>
<td>6</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>P-151c</td>
<td>Tree Topping (Zone 3 and 4)</td>
<td>AC</td>
<td>4.0</td>
<td>$</td>
<td>$</td>
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<tr>
<td>P-151d</td>
<td>Tree Topping (Zone 5)</td>
<td>AC</td>
<td>1.3</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>P-151e</td>
<td>Tree Clearing</td>
<td>AC</td>
<td>0.7</td>
<td>$</td>
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### Schedule II Total $__________

### Alternate No. 1

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<th>Quantity</th>
<th>Unit Price</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>P-151b</td>
<td>Tree Topping (Zone 1 and 2)</td>
<td>AC</td>
<td>6</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>P-151c</td>
<td>Tree Topping (Zone 3 and 4)</td>
<td>AC</td>
<td>4.0</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>P-151d</td>
<td>Tree Topping (Zone 5)</td>
<td>AC</td>
<td>1.3</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>P-151e</td>
<td>Tree Clearing</td>
<td>AC</td>
<td>0.7</td>
<td>$</td>
<td>$</td>
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</table>

### Alternate No. 1 Total $__________

### Alternate No. 2

<table>
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<th>Item No.</th>
<th>Description</th>
<th>Units</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>P-151e</td>
<td>Tree Clearing</td>
<td>AC</td>
<td>12.0</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

### Alternate No. 2 Total $__________

### Schedule II + Alternate No. 1 $__________

### Schedule II + Alternate No. 2 $__________
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Units</th>
<th>Estimated Quantity</th>
<th>Unit Price</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-105a</td>
<td>Mobilization</td>
<td>LS</td>
<td>1</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>P-101a</td>
<td>Asphalt Pavement Removal - Full Depth</td>
<td>SY</td>
<td>134</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>F-160a</td>
<td>Fence, Class B (4-Strand Barb Wire, Wood Posts)</td>
<td>LF</td>
<td>85</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>T-901a</td>
<td>Seeding with Hydromulch</td>
<td>AC</td>
<td>0.1</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>MO-903c</td>
<td>Road Closed, 30 in. x 48 in. (R11-2) with fasteners</td>
<td>EA</td>
<td>2</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

**SCHEDULE III TOTAL $_________**
### Summary of Approximate Quantities

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>UNITS</th>
<th>SCHEDULE I</th>
<th>AS BUILT</th>
<th>SCHEDULE II</th>
<th>AS BUILT</th>
<th>SCHEDULE III</th>
<th>AS BUILT</th>
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<tr>
<td>C-105</td>
<td>Mobilization</td>
<td>AC</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C-102a</td>
<td>Erosion Control</td>
<td>EA</td>
<td>0</td>
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<td>C-102b</td>
<td>Ditch Check</td>
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<td>P-101a</td>
<td>Asphalt Pavement Removal - Full Depth</td>
<td>SY</td>
<td>0</td>
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<td>P-101b</td>
<td>Asphalt Pavement Removal - Butt Joint</td>
<td>SY</td>
<td>80</td>
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<td>P-101c</td>
<td>Removal of Structures/Foundations</td>
<td>LS</td>
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<td>P-151a</td>
<td>Clearing and Grubbing</td>
<td>AC</td>
<td>4.5</td>
<td>11.3</td>
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<td>P-152a</td>
<td>Embankment In-Place</td>
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<td>P-152b</td>
<td>Embankment In-Place from Off-site</td>
<td>CY</td>
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<td>F-160a</td>
<td>Fence, Class B (4-Strand Barb Wire, Wood Posts)</td>
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<td>MO-209a</td>
<td>Crushed Aggregate Base Course</td>
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<td>P-603a</td>
<td>Emulsified Asphalt Tack Coat</td>
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<td>MO-609a</td>
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<td>D-701a</td>
<td>24 inch Reinforced Concrete Pipe</td>
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<td>T-901a</td>
<td>Seeding with Hydromulch</td>
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<td>11.3</td>
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<td>MO-903a</td>
<td>Stop Sign, 36 in. (R1-1)</td>
<td>EA</td>
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<tr>
<td>MO-903b</td>
<td>12 GA. Perforated Square Steel Tube Post, 2.5 in., with 7 GA. Post Anchor and Concrete Footing (for stop sign)</td>
<td>EA</td>
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<td>MO-903c</td>
<td>Road Closed, 30 in. x 48 in. (R11-2) with fasteners</td>
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<td>MO-903d</td>
<td>Relocate Existing Airport Sign Assembly on two wooden Breakaway Posts</td>
<td>LS</td>
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### Earthwork Summary

#### Area Description
- CUT (CY)
- FILL (CY)

<table>
<thead>
<tr>
<th>AREA DESCRIPTION</th>
<th>CUT (CY)</th>
<th>FILL (CY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AREA 1 - NEW ACCESS ROAD</td>
<td>1,048</td>
<td>13,400</td>
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<tr>
<td>AREA 2 - BORROW SITE (ON AIRPORT)</td>
<td>10,477</td>
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</tbody>
</table>

#### Schedule I
- Total: 11,525 CY
- Total: 13,408 CY

#### Schedule II
- Total: 11,525 CY
- Total: 13,408 CY

#### Project Total
- Total: 11,525 CY
- Total: 13,408 CY

### Earthwork Notes:
1. Additional fill needed to be imported by contractor.
2. Final measurement will not be made except when appreciable errors are found in the original computations or an authorized change is made.

### Earthwork Calculations Detail (Embankment)

#### Quantitative Survey

- SURVEY GRADE PRIOR TO PLACING TOPSOIL
- SURVEY GRADE AFTER TOPSOIL STRIPPING
- BASELINE SURVEY
- QUANTITATIVE SURVEY
- QUANTITATIVE SURVEY

#### Topsoil Volume at Excavation (Placed)
- PROPOSED GRADE
- BASELINE SURVEY
- QUANTITATIVE SURVEY
- SURVEY GRADE PRIOR TO PLACING TOPSOIL

#### Topsoil Volume at Embankment (Placed)
- PROPOSED GRADE
- BASELINE SURVEY
- QUANTITATIVE SURVEY
- SURVEY GRADE AFTER TOPSOIL STRIPPING

#### Topsoil Volume at Excavation (Stripped)
- PROPOSED GRADE
- BASELINE SURVEY
- QUANTITATIVE SURVEY
- SURVEY GRADE AFTER TOPSOIL STRIPPING

#### Topsoil Volume at Embankment (Stripped)
- PROPOSED GRADE
- BASELINE SURVEY
- QUANTITATIVE SURVEY
- SURVEY GRADE AFTER TOPSOIL STRIPPING

### Access Road Relocation and Obstruction Removal

#### Summary of Approximate Quantities

- C-105a Mobilization
- C-102a Erosion Control
- C-102b Ditch Check
- P-101a Asphalt Pavement Removal - Full Depth
- P-101b Asphalt Pavement Removal - Butt Joint
- P-101c Removal of Structures/Foundations
- P-151a Clearing and Grubbing
- P-152a Embankment In-Place
- P-152b Embankment In-Place from Off-site
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- MO-209a Crushed Aggregate Base Course
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- P-603a Emulsified Asphalt Tack Coat
- MO-609a Type 4 Rock Ditch Liner
- D-701a 24 inch Reinforced Concrete Pipe
- T-901a Seeding with Hydromulch
- MO-903a Stop Sign, 36 in. (R1-1)
- MO-903b 12 GA. Perforated Square Steel Tube Post, 2.5 in., with 7 GA. Post Anchor and Concrete Footing (for stop sign)
- MO-903c Road Closed, 30 in. x 48 in. (R11-2) with fasteners
- MO-903d Relocate Existing Airport Sign Assembly on two wooden Breakaway Posts

### For and on behalf of JVIATION, INC.

- MO-209a Crushed Aggregate Base Course
- MO-401Fa Bituminous Asphalt Pavement
- P-603a Emulsified Asphalt Tack Coat
- MO-609a Type 4 Rock Ditch Liner
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### Statement of Work

- Mobilization
- Erosion Control
- Ditch Check
- Asphalt Pavement Removal
- Removal of Structures/Foundations
- Clearing and Grubbing
- Embankment In-Place
- Embankment In-Place from Off-site
- Fence, Class B (4-Strand Barb Wire, Wood Posts)
- Crushed Aggregate Base Course
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- Emulsified Asphalt Tack Coat
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- Relocate Existing Airport Sign Assembly on two wooden Breakaway Posts

### Location

- JVIATION PROJ. NO.
- MODOT PROJ. NO.

### Issue Record

- DES-D.W.C.
- OFS.
- DES.
- U.D.
- EXH.
- DATE
- SHEET NO.
- SHEET NAME
- ISSUE
- DESCRIPTION

### Addendum

- ADDENDUM NO. 1
- ADDENDUM NO. 2

### Reference

- JVIATION PROJ. NO.
- DES.
- U.D.
- SHEET NO.
- SHEET NAME

### Plot

- plotted January 14, 2020
- by Laura Riegel

### Document Location

- L:\8WC\18-01 Access Road\CAD\PLANS\000-8WC-19-060A-1-G005-QTYS.dwg